

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. IX.

RIO DE JANEIRO, JULY 24TH, 1882

NUMBER 21

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.  
THOMAS A. OSBORN, Minister.  
BRITISH LEGATION.—No. 135 A., Rua das Laranjeiras.  
EDWIN CORDETT, Minister.  
AMERICAN CONSULATE GENERAL.—No. 10, Rua do Visconde de Inhaúma.  
THOMAS ADAMSON, Consul General.  
BRITISH CONSULATE GENERAL.—No. 70, Rua de S. José.  
GEORGE THORNE RICKETTS, Consul General.  
AMERICAN NAVAL OFFICE.—No. 5, Rua Fresca.  
D. P. WIGHT, U. S. N. Paymaster.

## CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Espírito da Veiga. Services at 11 o'clock, a.m., every Sunday.  
H. L. BEARDMORE, B.A. Acting Chaplain.  
Presbyterian Church.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a.m., and 7 o'clock, p.m., every Sunday; and at 7 o'clock p.m., every Thursday.  
METHODIST CHURCH.—English services temporarily at the residence of the pastor, No. 41, Rua Santa Cruz, at 11 a.m., Sundays. Weekly prayers at 7:30 p.m., Wednesdays.  
J. I. RANSOM, Pastor.  
J. L. KENNEDY, Asst. Pastor.  
Pastor's Rooms in the City, No. 48, Rua do Ouvidor, 2nd floor.  
SAIORS MISSION.—163, Rua da Saúde; 3rd floor. Services at 11 a.m. every Sunday.  
FRANCIS CURRAN, Missionary.  
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.  
JOÃO M. G. DOS SANTOS, Agent.  
IGREJA EVANGELICA FLUMINENSE.—No. 44, Travessa das Parilhas. Services in Portuguese at 10 o'clock, a.m., and 6 o'clock, p.m., every Sunday; and at 7 o'clock, p.m., every Wednesday. Sunday school at 4:30 p.m.

## TRAVELLER'S DIRECTORY

### RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a.m.; arriving at Barra (junction) at 7:45 a.m., Barra Rio (central line) 10:11 a.m., Barbacena 2:45 p.m., Porto Novo (branch from Barra Rio) 3 a.m., Cachoeira (S. Paulo branch) 11:45 a.m., São Paulo (Per S. P. & R.R.) 6 p.m., downward: leaves São Paulo 6 a.m., Barbacena 8:30 a.m., Porto Novo 12:15 p.m.; arriving at Barra 4:11 and Rio 7:12 p.m. Connects with Valencia line at Desengano; Rio da Flores line at Commercio; União Mineira line at Seritiaz; Oeste de Minas (S. João d'El Rey) line at Sítio Leopoldina line at Porto Novo; Rezend e Areas line at Sunby; and S. Paulo and Rio de Janeiro line at Cachoeira.  
Limited Express: Upward, leaves Rio 7:15 a.m.; arriving at Barra 10:26 a.m., Rio Novo (central line) 7:07; Cachoeira (S. Paulo branch) 2:45 p.m., downward, leaves Cachoeira 6:48 a.m., Rio Novo 5:50 a.m.; arriving at Barra 1:47 and 1:57 p.m., Rio 5:45 p.m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos branch at Itelém.  
Mixed Trains: Leave Rio at 9:10 a.m., 5:12 and 4:10 p.m.; arrive from Barra 7:15 a.m., from Barra 8:45 a.m., from Barra Rio (leaving 4:07 a.m.) at 3:58 p.m.  
Suburban Trains.—Passenger trains leave at 5:00, 6:30, 7:40, 8:40 and 10:22 a.m., and 1:00, 2:15, 3:30, 4:35, 5:50, 7:30, 8:30 and 10:00 p.m. all stopping at Cascadura except the 10 p.m. train, which runs to Sapopemba. Returning, the train leave Sapopemba at 3:30 and Cascadura at 3:50, 6:10, 7:40, 8:45, 10, and 11:35 a.m., and 2:10, 3:40, 4:30, 5:30, 7, 8:30 and 9:40 p.m.  
CANTAGALLO R.R.—Leaves Niterói (Santa Anna) 7:30 a.m., arriving at Nova Friburgo 1:05 Condeiro (1 hour per tramway from Cantagallo) 4:15 and Macuco 5:45 p.m. Return train leaves Macuco 6:30, Condeiro 7:30 and Nova Friburgo 11:10 a.m., arriving at Niterói 4:35 p.m. A ferry boat runs between Rio and Santa Anna, connecting with trains.  
PETROPOLIS STRAMWAYS & R.R.—Steamers leave Trapiche Nauk at 1 p.m. week days and 11 a.m. Sundays and holidays, passengers arriving at Petropolis at 5:30 p.m. week days, and 3 p.m. Sundays. Returning, diligence leave Petropolis at 6 a.m., the boat arriving at Rio at 9:30 a.m.

## LIBRARIES, MUSEUMS, &c

BRITISH SUBSCRIPTION LIBRARY.—Rua do Ouvidor, No. 48, 2nd floor.  
GEORGE BUCKERIDGE, Librarian.  
BIBLIOTHECA NACIONAL.—Rua do Passio No. 48.  
BENJAMIN FRANKLIN DE RAMIZ GALVÃO, Librarian.  
BIBLIOTHECA FLUMINENSE.—No. 37, Rua do General Canaan.  
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.  
LADISLÃO DE SOUZA MELLO E NETTO, Director.

## Business Announcements.

Mr. Alexandre Wagner begs to announce that the house which has carried on operations here for a period of 27 years under his individual firm, ceases to exist on this date, and that its liabilities and assets (with the exception of his bonded property) is transferred to the partnership "en commandite" which he has formed with his son-in-law, Mr. Theodore Duvivier, under the style of

## Duvivier & Co.

of which the said Theodore Duvivier is the responsible partner and the undersigned is the "commanditaire."

Alexandre Wagner.

Rio de Janeiro, 30th June, 1882.

Messrs. Duvivier & Co. beg to announce that they have authorized Mr. Otto Simon by power of attorney to sign in behalf of their firm.

Duvivier & Co.

Rio de Janeiro, 1st July, 1882.

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May 1st, 1882.

W. I. Donshea

Superintendent.

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No. 79, Rua Sete de Setembro.

Rio de Janeiro.

# THE RIO NEWS

PUBLISHED TRIMONTIALLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial, report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and a other information necessary to a correct judgment on Brazilian trade.

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CITY TELEPHONE ADDRESS:—No. 472.

Agent for the United States and Canada:

THE INTERNATIONAL NEWSPAPER AGENCY,  
New Haven, Conn.

RIO DE JANEIRO, JULY 24TH. 1882.

It will be seen from the extracts which we publish elsewhere that the American steamship line between this port and New York has passed into the hands of an incorporated company, many of whose stockholders are largely interested in Brazilian trade. In itself this is a promising guarantee for the future. It may not be at all times satisfactory that the ship-owner should be a competitor with his patrons as a merchant, but yet the two classes of business enterprise are so often carried on together that we may consider the objection as not existing. Aside from this, however, the fact that certain important commercial houses, such as Amsinck & Co., H. H. Swift & Co., W. L. Grace & Co., and others, who are stockholders in the new line, offer guarantees for the continuance of the line which are needed at this time. The failure of the old Garrison line and the more recent suspension of the Roach line have gone a long way toward unsettling confidence in the permanency of any American line of steamers. To restore that confidence it needs just what the new organization promises to secure—an intimate relation between the merchants and the line. Of course this is very far from being all that is required. The line will need to be well managed, and to be administered on strictly business principles. It has always been a misfortune that so many intermediate ports were included in its contract, and that misfortune is now all the greater because of the call at Maranhão. As the new company promises to perform a semi-monthly service it would seem that this objectionable feature is to be obviated by running the alternate steamers direct, a measure which will give us a better and quicker communication with New York. This service, should it be carried out, can not fail to give the highest satisfaction here. It should be remembered, however,—and we mention this for the information of the company's manager in New York—that it will not do to send out any more steamers of the *Longhorn* and *Mangelon* stamp, which consume from 38 to 45 days in the outward voyage. Much as we wish the new company to succeed, and much as we need a regular direct service, we have not the slightest desire to see this wretched farce continue.

From the last issue of the *Revista Illustrada*, whose straightforward criticisms on current events have long held a high place in public estimation, it seems that one of the leading candidates for the board of aldermen of this city has taken serious offence and has sought to force a retraction. In

this effort, however, he has succeeded only in making himself all the more conspicuous as an unsafe man, and all the more ridiculous from the unsparing pencil of our appointed colleague. It ought to have been apparent long ago that the *Revista Illustrada* is almost without exception to be found on the right side, and that its published opinions are always in accordance with the honest convictions of its editor. The *Revista* is not and never has been on the market, and for that reason its criticisms have had an influence which a majority of its contemporaries never possessed. In view of this it may be assumed that when the *Revista* sees fit to hold up a man to public ridicule, or to warn the public against him, there is abundant cause for the act. In the matter of these municipal elections the *Revista* is perfectly right, and its course merits the warm approval of all. It is unquestioned that the list of candidates is headed by men to whom the city can not entrust its government without serious danger to its credit and loss to its treasury. Other journals have hinted at this fact, but they have either been too cowardly or too indifferent to speak the truth with that frankness which has characterized the *Revista*. Everyone must know that if the next board of aldermen is chosen from the present leading candidates, as it is very likely to be, the chances for good government will be infinitesimally small. Were the daily press to discuss the matter as they should do, and to interest themselves in the election of honest and capable men, there would then be some chance for efficient government. As it is the *Revista* is left almost alone in the contest, there being heard only one or two voices in its defense.

The decision of the government not to accept the proposed amendments to the estimates of the department of agriculture for the current year authorizing further interest guarantees on railway capital to an aggregate of 100,000,000\$ and on central factories to a similar sum, is a matter for hearty congratulation. This decision was announced by the minister of agriculture on the 20th instant, and the reason given was that the circumstances of the government would not permit the assumption of these obligations at this time. Correct as this excuse certainly is, there are still others which the minister might have urged with even more force. The principle in itself is radically erroneous, and it is full time that this fact should be made clear. It is true that specific benefits may arise from such an assistance, but such benefits are only temporary in character, and easily become transformed into positive injuries. We believe that wherever industrial or commercial requirements demand an investment of capital, that investment will be forthcoming—always providing that the rights of persons and property are adequately secured and guaranteed. Capital always goes where it is needed and protected, and it needs no government aid to insure this result. In general terms it asks nothing more than "hands off and fair play." When, however, the government steps in with the grant of special favors to this or that person or industry, private investments are placed at a disadvantage and capital becomes shy. It is perfectly logical that when a system of government guarantees is initiated the acquirement of money without that guarantee becomes difficult, simply because investors object to the disadvantages at which they will be placed. It is no more than fair that where one industry or person gets a guarantee of profit from the public treasury, all others should desire the same thing. And, logically, they have a perfect right to it. If Smith's sugar mill is to be guaranteed, then Brown's coffee

mill, and Thompson's cotton factory, and Jones' stock farm are all entitled to the same favor. They all contribute to support the government, they are all equal before the law, and they are logically entitled to equal favors. In such a system there is no justice except it be extended to all, from the highest to the lowest. Then when we take into account how much money is paid by the masses, who receive no favors, for the support of a few men and the bolstering up of a few industries, we see what gross injustice it works. The man who invests his little capital in a kit of shoe-maker's tools and starts a little shop, asks, and receives no favors. He works early and late, he lives economically, he cuts off all unnecessary expenses, and he drives sharp bargains in order to gain a living and to augment his little capital. If he succeeds and starts a large shoe manufactory or shoe store, the world acknowledges his thrift and management, and he is entitled to all the credit he gets. That is the natural state of things. Now in what sense do these other enterprises differ from this? They employ more capital; but that very capital gives them more and better opportunities for profit. The risks are greater; and so are the profits. They pay more to support the state; but they pay less in proportion to the amount invested or the ability of the individual. They render public service; but the public pays for it just as it pays the shoemaker. If there are to be favors shown and discriminations made we believe that they should be invariably on the side of the small industries and the poorer classes. Railways and central usines are good and necessary enterprises, but they can never be so good and necessary as to warrant the extreme taxation of the poor in order that a certain rate of interest may be secured to their stockholders.

A few days since a statement concerning the contractors of the Paraná railway appeared in the *Jornal do Commercio* which suggested the advisability of a little investigation. It may be that everything is all right and proper, but at the same time there is a suggestiveness in the statement which leads to a suspicion that something is wrong. It seems that the contractors, the *Compagnie Générale de Chemins de Fer Brésiliens*, were connected with that ill-fated banking bubble, the *Union Générale*, M. Eugene Bontoux being president of both. When the crash came, the company succeeded in extricating itself from the general ruin, but not without the loss of 2,698,784 francs. For a time there was some probability that this disaster would seriously injure the ability of the company to carry on the work of constructing the Paraná railway from Paranaguá to Curitiba, which it had in hand. Arrangements were finally made, however, to tide over the difficulty, and the enterprise continued unchanged. At a recent meeting of the stockholders in Paris, a report was made on the present state and prospects of the company, and it is just here that will be found the peculiar statement to which we refer. After narrating the loss sustained by the company in the failure of the *Union Générale* and the methods by which the difficulties were met, the report goes on to state, that, as the liquidation of that institution is not yet completed, it is impossible to state just what the deficit of the company will be; but that, "whatever it may be, the deficit will be amply covered by the advantages accruing from the small branch from Morretes to Antonina, and from the surveys of the other more important extensions." The board of managers then adds that, "In making this advantageous concession to the company, at a moment in which it knew the difficulties just then confronting them, the government of Brazil gave us a proof of its benevolence,

and, at that time, of its confidence." Now what are we to understand from this? Are we to believe that the company obtained the contract for constructing some twenty kilometers of railway and for making surveys for the extension of the main line on such advantageous terms that it can make up a loss of over two million francs? Or are we to believe that the deficit or loss is really to be made good by the government under the guise of outside contracts? It is reasonable to suppose that the company will desire not only to make good this loss, but also to extract dividends from the enterprises in which their capital is embarked. It follows, therefore, that the managers will seek to clear this deficit of over two million francs over and above the regular interest upon the investments. Now how can this be done? Certainly the construction of a petty branch of twenty kilometers can not reasonably pay any such sum, and the sums ordinarily appropriated for surveys will admit of no such surplus. The province of Paraná is poor enough and backward enough to be exempt from such a burden as this. Its railway is a luxury which will prove a burden rather than a benefit for a long time to come, and nothing is more certain than that for years it will be a dead load upon the public treasury. And yet somehow a loss of 2,698,784 francs, occasioned by bad relations in France, is now to be made up in Brazil through two "advantageous concessions" in Paraná for a petty branch and a surveying enterprise! It may be all right and proper, as we have said, but how is it to be done, and where is the money to come from? If we know anything at all of the present state of affairs, we know perfectly well that this is a burden which Brazil ought not to bear. Is it a burden which Brazil really can not afford to assume. With enormous annual deficits and with legislation providing for still larger ones, there is nothing in the future to warrant such a step. When members of the government and members of parliament are all proclaiming reform and retrenchment, it is hardly the time for the assumption of such a gratuitous burden as this. When the government really means reform, it will probably decline to entertain enterprises which seek to make good their losses from the pockets of a tax-ridden people, and it will also have its work done so that there shall be no such margin of profit as is indicated in this report.

On the 17th instant Deputy Felício dos Santos, of Minas Geraes, presented an interpellation to the government in the Chamber of Deputies with regard to the new municipal regulation for the weighing of cattle at the Santa Cruz slaughter house. Although the interpellant is one of the chief defenders and promoters of the system of monopolies (protection), it appears that the interests of his constituents, the Minas cattle-raisers, require his opposition to this one monopoly, and therefore he wishes to know on what grounds it has received the government's approval. Surely such a question as this carries its own answer written all over it, and that answer Deputy Felício dos Santos knows just as well as anybody else. If he is acquainted with the history of any great job to which the government has been a party, he must know just exactly how it is that official consent and support is secured. In this one monopoly, for which there is no possible necessity or excuse, the history is undoubtedly very much the same as with them all. Were the government to withdraw its control and protection from all such enterprises—as Deputy Felício dos Santos does not wish it to do—then there would be less known of these gross abuses of official authority, and fewer instances of such gross imposition upon the rights and

privileges of the public. In a system of legally-authorized monopolies these abuses are inevitable. In a system of commercial and industrial freedom they are sometimes possible, but the remedy lies in judicious competition on the part of other private parties who may feel at liberty to compete for the patronage of the public. In these monopolies such competition is officially prohibited, hence there is no remedy except through the government. In the justification for his interpellation Deputy Felício dos Santos made the astounding statement that during twenty-five days the weighing impost amounted to something over 9,000\$, of which the city treasury receives scarcely one-third, while the other two-thirds belong to the contractor. At this rate the weighing tax on cattle will produce nearly 1,000,000\$ for the contractors during the ten years of their contract—a tax which is most unjust and iniquitous. In condemning it Deputy Felício dos Santos is doing only what every right-minded man should do, and for which he will receive the hearty thanks of a tax-ridden people. There is no need whatever that either the cattle-raisers or the public at large should pay such an enormous tax as this. Beef is certainly no better nor cheaper because the cattle are weighed on these scales and branded by certain men entrusted with that duty. On the contrary beef becomes just that much dearer which is represented by this tax, and that amount will eventually come out of the pockets of the people. A more iniquitous burden was never conceived. Taxes like these are taxes upon men's lives. They are the prime causes of destitution, and suffering, and famine. Food taxes take bread and meat from the mouths of the poor, and intensify all the privations to which their poverty subjects them. Food taxes restrict the physical growth of the masses, and lead to the physical degradation of a people. Food taxes incite crime and cause beggary, both fatal evils in all communities. Food taxes serve to widen the gulf between the many poor and the few rich—making the poor, poorer, and the rich, richer. Food taxes are the exponents of all that is unjust, tyrannical, selfish, degrading, unchristian. They destroy hope in the hungry masses, and charity in the over-fed monopolists. Food taxes always have been and always will be a characteristic feature of every bad and iniquitous government. Assuming the tax collected at Santa Cruz on a purely unnecessary act to be just 9,000\$—something less than the actual amount collected—we find that the average daily tax amounts to 360\$, of which the city treasury receives 120\$ and the contractors, or meat-tax farmers, receive 240\$. In one year this tax amounts to a total of 1,314,000\$, of which the city will receive 438,000\$ and the contractors 876,000\$. In the ten years for which the contract is to endure, the city will receive 4,380,000\$ and the contractors 8,760,000\$, amounting to an aggregate of 13,140,000\$ to be wrung out of the public through this infamous impost. Taking into account the growth of the city during these ten years, it will be readily seen that the tax will unquestionably exceed 1,500,000\$, from which a private party will derive 1,000,000\$ for the simple service of putting up weighing scales at Santa Cruz and employing a few men to weigh and brand animals for public consumption. The public, as well as Deputy Felício dos Santos, will be pleased to hear the government's reason for all this.

THE speech of the new minister of agriculture, on the 20th instant, on the regular appropriations for his department has afforded some very satisfactory reading. From what he inferred as much as from what he said, it is apparent that he is strongly opposed to the policy which has so long been dominant in that department—the policy of

controlling everything and of making most of the leading industries of the empire pensioners upon the public treasury. It is true that the minister declared himself opposed to the sale of the Ypanema iron foundry, but in that his judgment has undoubtedly been laid aside to meet the wishes of the Emperor who is known to have a great enthusiasm for the establishment as a state enterprise. At the outset he frankly admits that the government has not the means to accomplish all that is asked of it. It becomes necessary, therefore, that when members of the legislature seek aid from the government for their respective provinces, they should at the same time provide the means for carrying out their projects. In the matter of river and railway communication he advises delay, because there is yet lacking a general plan or system which will insure the country against a loss of capital, as was the case in the construction of the "União e Indústria" turnpike. In the matter of assisting agriculture and encouraging immigration he strikes the key-note of the whole business by the statement that one of the most important means of accomplishing this is a revision of the legislation of the country. One of the things to be done is to grant civil registry. As to the creation of a loan bank under a government guarantee, the government will undertake no such measure. In the matter of railway tariffs he promises to reduce those on the Dom Pedro II line just as far as it is possible. The government will consider the propriety of reducing the export duties when the discussion occurs on the receipts. In relation to the Rio Grande bar the necessity for immediate assistance is recognized and will receive early consideration. The necessity for improving navigation on the Rio S. Francisco between Jatobá and Sobradinho, and also the improvement of the port of Ceará, are recognized as important public works, and the necessary appropriations will be asked from parliament. He declares himself opposed to a union of the telegraph and postal departments and also to the projects of granting interest guarantees on an additional railway capital of 100,000,000\$, and also upon a like sum invested in central factories.

In the matter of securing a uniformity of gauge among the principal railways of Brazil, or rather among those comprising what may be termed the central system, the railway congress now in session will find a fruitful theme for consideration. The planters are everywhere clamoring for assistance, the government is inclined to aid them even through questionable means, and the railways are for a great part making voluntary concessions. While we are in no sense advocates of a policy which seeks to confer special favors upon any class, we believe that the planters are justly entitled to certain advantages in the matter of tariffs and transportation which should not be withheld. We believe, of course, that they should have unrestricted access to the markets of the world, and that means the total abolition of export duties. We believe also that they are entitled to the lowest possible freights consistent with the interests of railways and steamship lines, and that means the abolition of transportation monopolies. We believe still further that transportation companies are bound to afford every facility for cheapening the cost of carriage, and that means, among other things, the adoption of a uniform gauge. The advantage of this uniformity will be the avoidance of the heavy cost of transshipment and the consequent delays. In this central system the saving would be enormous, a saving which would be almost wholly in the interests of the

planter. There is no possible excuse for the continuance of the present state of affairs except the selfish one of special advantage. On the trunk line between this city and São Paulo, over which there should be a heavy traffic, there is a break of gauge at Cachoeira which necessitates the transshipment of everything. This involves a considerable loss of time and considerable expense, both of which should be avoided. We have known instances where it took from one week to ten days to transport goods between this city and São Paulo, a delay principally due to this break of gauge. On all the branch lines of the Dom Pedro II road, and on all the branch lines in S. Paulo, the planters are subjected to this same cost and inconvenience. If a planter on the Mogiana line wishes to ship coffee to Santos he is compelled to transship once; if he wishes to send anything to Rio by rail he will encounter no less than three breaks of gauge—one at Campinas, one at São Paulo, and one at Cachoeira. All this, it is needless to say, involves additional cost in transportation. When the time comes that a freight car can be loaded with coffee at Casa Branca and run through either to Santos or Rio without transshipment, or when a car of merchandise can be sent from this city directly to S. João d'El-Rey, or Casa Branca, or Sorocaba without change or delay, one very important factor in the transportation problem will be solved. It is a matter which deserves the serious attention of the railway congress now in session.

Up to this date the railway congress now in session in this city has held four meetings and is not yet clear of the first question under discussion. Much talk promises to nullify all the benefits which it was expected to derive from this assembly. The programme as laid down by the president of the congress, Dr. Pinheiro, was most excellent, and if carried out would certainly have led to highly beneficial results. The congress, however, has since taken the reins into its own hands. In the first place it adopted too many subjects for consideration. Were a half of them to be fairly and fully discussed with the end of formulating an opinion, twice the time for which the congress is convened would easily be consumed. Add to this the tendency displayed by some members of making long, rambling speeches at every session, and it becomes apparent at once that it will be practically impossible for the congress to complete the work mapped out for it. One subject well discussed and judiciously decided would be infinitely preferable to all this pointless discussion. What is most needed in this country to-day is the adoption of some uniform system in railway enterprise. As it is, every line is run on a system or plan of its own, and without the slightest reference to an accord with other lines. In this matter the congress can do incalculable good simply through the gradual creation of some uniformity and harmony between the several roads. If too many reforms are attempted at once, too many special interests will be antagonized and the effort will fail. If, however, the congress confines itself to a few special subjects with the aim of effecting gradual reforms, the chances are in favor of its success. In the first question under discussion—that of transportation tariffs—the discussion has been allowed to range through the whole realm of political economy. The assumption of the special committee that a company is entitled to tariffs sufficiently high to insure a regular rate of interest is fatally misleading, simply because it is based upon a theoretical state of affairs and leaves out of the question many factors, which are highly important from a business point

of view. In a country where industries are already developed and where definite calculations can be made upon the traffic, it is possible to carry out this rule, and it will be just the rule which should be adopted. In a new country, however, and especially under conditions existing in Brazil, this rule must be the exception. A railway here, as in every new country, should be used as a factor in the development of trade and industry. The enterprise should even be content with the minimum of profit for a time, if by such means a permanent industry can be built up. It would seem that the advantages of increased traffic at low rates are not as yet fully appreciated by the railways of this country, inasmuch as they still cling to a limited traffic at high rates. If by reducing the rates one half the traffic can be doubled, we believe that a railway will be immeasurably the gainer, not only in the direct immediate results but principally in the fact that this increased traffic represents new and enlarged industries which will be permanent contributors to the business of the road. To secure this a company would be warranted even in operating at a loss for a time, were there sufficient promise for the permanent development of the industries benefited. If the congress will consider this question on broader ground than has thus far been done, we do not see how it can avoid this conclusion. Then let it discuss a limited number of the most important questions, such as the government control of railway telegraphs, local taxation, uniform gauge, etc., and adopt some definite opinion regarding them, and the congress will have achieved a signal success. If, however, it continues to be nothing more than a debating club with interminable discussions on all kinds of secondary questions, it will have the unenviable distinction of having achieved a signal failure.

We learn that for considerable time past the government have had under consideration the expediency of instituting prosecutions against certain English subjects who are said to be implicated in acts of slaveholding in Brazil, but that for some reason, which will no doubt be explained, they have at length decided that they will not prosecute. This grave matter, it appears, has engaged the anxious attention of the Anti-Slavery Society during a period of several years, and it is expected that they will continue to call public attention to it.—*London Daily News, June 23.*

Whatever may be the reasons of the British government in this matter—and we can conceive of no reason which would have weight with such men as Mr. Gladstone and Mr. Bright—the results can not be otherwise than highly damaging to the character and influence of the English people. It will be asked—and with perfect propriety—why it is that the British government is so active in suppressing the slave trade and in overthrowing slavery in some instances, and yet so lenient in others where the pecuniary interests of British subjects are involved. It will be concluded—and not without reason—that the British government is guilty of grave partiality in this matter, and that it is willing to condone in British subject that which it condemns in foreigners. From these conclusions there can be no possible escape. It is admitted that a British subject, whether at home or abroad, is expressly forbidden to own slaves, under heavy penalties. And at the same time, it is admitted, because it is generally known, that British subjects and British companies in this country have owned, and still own slaves. The law is explicit in every particular; and yet it is broken with impunity and is set aside for no other apparent reason than that the pecuniary interests of British subjects are involved. It should be borne in mind that there is no equivocation whatever in these statements. If Mr. Gladstone will look into

the case of the National Brazilian Mining Co., whose estate is now in Chancery, he will find that an English court is to-day receiving the rental of a large number of slaves held in Brazil. He will also find that Mr. Charles H. Williams, who took so active a part in the exposé of the illegal enslavement of the Catta Branca blacks by the S. João d'El-Rey Mining Co., is now in Brazil administering this same estate, a part of which consists of slaves. As Mr. Williams has exercised the right of freeing some of these slaves, it is to be presumed that he has the right to free them all. The government will therefore have good cause to inquire how it is that this slave estate is retained, and upon what grounds an income from the rental of slaves can be received and administered by an English court. In another case, that of the S. João d'El-Rey Co., the government will find sufficient proofs in a "memorandum" published over the name of "John Hockin, managing director" in November, 1881 (printed by K. Clay, Sons & Taylor, London), in which both the retention of the Catta Branca blacks and the ownership of slaves is admitted. The retention of the former is defended on *philanthropic* grounds, it being gravely stated that their emancipation "would be very injurious to the true welfare of the slaves themselves." It is also stated that "eminent counsel in London gave it as their opinion that the parties who had made the first contract [granting freedom to the slaves at the expiration of fourteen years, or at the close of 1859] had full authority to modify it." The names of the counselors who gave this opinion should be made public. The same document admits that the S. João d'El-Rey Co. owned slaves in 1857—at the time the purported modification of the Catta Branca contract was made—and as the last of these slaves were emancipated only a few days since it is fair to suppose that this one company has owned slaves for the last twenty-five years. Still further, if the government cares to investigate, it can easily be shown that a large number of British subjects in this country have been and many still are slave-owners. One of them has even enjoyed for years the reputation of speculating in them. We beg to repeat that these statements are admitted facts, and their proofs are either now in the hands of the British government, or are easily accessible. As to the influence which this reported action of the government will have, we beg to call its attention to these considerations: The British government is looked up to as the pioneer in the anti-slavery movement and the staunch friend of the slave. How is this to be reconciled with a refusal to prosecute one of its own subjects when guilty of breaking a British law forbidding slave-holding? The British government has been and still is active in suppressing slavery in Africa. How can this be reconciled with the carrying of slaves on British steamers in Brazil and a refusal to prosecute known British slave-holders? The empire of Brazil is seeking to emancipate an enormous slave population, and at a great cost and against great opposition. The means employed may be good, bad, or indifferent; still the effort is being made. This ought to be not only in harmony with the views of the British government, but it ought to receive its cordial co-operation. How, then, can the British government refuse to enforce its own laws against British slave-holding, when that practice not only makes farcical all her professions of sympathy and encouragement, but also is a serious obstacle to the abolition movement here? It must be remembered that Great Britain occupies a special and leading position in this matter, and her action has therefore a weight which no other nation can possibly possess.

## PROVINCIAL NOTES

—The June receipts of the Macció custom house amounted to 80,580\$114.

—The June receipts of the Victoria, Espírito Santo, custom house amounted to 8,287\$618.

—A wagon road is under construction from the "União e Indústria" turnpike to Mar de Hespanha.

—Both the *beri beri* and small pox are contributing to make a lively winter in the province of Bahia.

—A steamer, the *Alcantara*, arrived at Pará from Maranhão on the 24th ult. with a cargo of nothing but slaves.

—The June receipts of the Maranhão custom house amounted to 179,975\$839, and of the provincial treasury to 36,392\$929.

—The *rechecloria* of Juiz de Fora, Minas Geraes, collected 176,290\$853 in provincial duties during the first half of the present year.

—A special credit of 10,000\$ has been opened in the São Paulo provincial treasury for the current year for the payment of accounts in *exercício findos*.

—The election for confirming the appointment of Deputy Carlos Affonso, of Minas Geraes, to a cabinet position has been fixed for the 19th August.

—Several murders having occurred on the Rio Purns, the president of the province of Amazonas has sent a force of soldiers there to repress the disorder.

—An epidemic of small-pox is raging at Remposta, province of Rio de Janeiro. A medical commission has been sent to the locality by the municipal council of Parahyba do Sul.

—The parish church at S. João da Barra was burned on the morning of the 15th inst. The image of the patron saint, St. John the Baptist, was lost, as also those of St. Anthony and St. Sebastian.

—The shipments from the port of S. João da Barra, province of Rio de Janeiro, during the month of June amounted to 10,367 bags of sugar, 83 planks of *vinhático*, 15 planks of cedar, and 149 barrels of rosewood.

—Eight slaves have recently been liberated in the province of Espírito Santo at a total cost to the emancipation fund of 6,200\$, to which the slaves themselves added 453\$760 from their own savings. This makes an average price of a little over 830\$.

—The June receipts of sugar and cotton at Pernambuco were as follows:

	1882	1881
Sugar, bags.....	15,398	46,820
Cotton, sacks.....	7,338	8,765

—The Pernambuco provincial assembly has under consideration a project for the establishment of a free course of medicine in that city, the sum of 30,000\$ to be appropriated for the acquisition of buildings, and for meeting other preliminary expenses.

—The *Diário* of Maranhão relates that a brutal murder occurred at Turvassô on the 30th ult., a man known as Feliciano killing his mistress with a hatchet and large knife. The murder is a man 86 years of age. He was arrested and at once confessed the crime.

—The village of Mogy das Cruzes, São Paulo, has been visited by a religious enthusiast who claims to effect miraculous cures through the assistance of St. Augustine. The people are beseeching the provincial authorities to come to their aid and protect them against this individual.

—The June receipts of the Bahia revenue departments were as follows:

Custom house: general.....	673,579\$599
provincial.....	83,823 112
Rechecloria: general.....	47,955 250
provincial.....	149,457 243

—One of the first settlers in the Petropolis colony, where the imperial summer capital is now situated, died on the 13th inst. Her name was Anna Maria Moncken. She was 89 years old, and had resided there since 1845. She was called the "mother of the Petropolis colony," and was highly esteemed by all who knew her.

—A fight occurred at Theophilo Ottoni, Minas, May 26th, between a sergeant and seven soldiers on one side and the police *subdivisão* and party of citizens on the other. The cause seems to have been a quarrel between the sergeant and the *subdivisão*. The sergeant and two soldiers were killed outright, and the other five were captured. One citizen was wounded.

—The *Leopoldinense*, of Leopoldina, Minas Geraes, relates that a fight occurred at Cataguases between a band of citizens and the military police of the place. The cause was a report that the commandant had ordered a poor prisoner to be gagged and then had a woman's hair cut close to her head because she ventured to intercede for the poor fellow. An angry mob then broke into the jail and released the prisoner. A fight then ensued in which one man was killed, and the commandant and three soldiers were gravely wounded.

—The June receipts of the Porto Alegre custom house amounted to 124,715\$322.

—The Amazonas provincial budget for the current year appropriates 207,000\$ for subsidies.

—The Italian colony of São Paulo are to hold funeral services in honor of Garibaldi on the 27th inst.

—The 3 per cent additional tax in the province of Paraná produced 9,720\$469 during the month of June.

—The total receipts of the Victoria, Espírito Santo, custom house for the fiscal year 1881-82 amounted to 93,394\$871.

—Two German vessels, the *Ida* and *Tiger*, were recently lost on the sand banks of the Rio Grande bar, while trying to enter.

—The revenue of the province of Amazonas for the current year is estimated at 1,544,199\$440, and the expenditures at 1,537,989\$148.

—The customs receipts in the province of Paraná for the fiscal year 1881-82 amounted to 99,860\$531, against 70,052\$667 for the preceding year.

—The last legislature of the province of Amazonas passed a law imposing a tax of 2,000\$ upon every slave imported within its boundaries.

—The June receipts of the province of Rio Grande do Sul from provincial custom duties amounted to 95,414\$811, and the special receipts at S. Gonçalo to 5,579\$888.

—The *Diário de Santos* states that at a meeting of shareholders on the 11th inst. the Companhia de Navegação Paulista decided to purchase two more steamers for its service.

—A telegram from Pará states that the customs receipts at that port for the past year amounted to 9,800,000\$, which is over 3,000,000\$ more than the receipts for the preceding year.

—Another murder occurred at Rio Grande on the night of the 8th inst., a mulatto girl stabbing a soldier at a dance because he refused to permit her to enter the place.

—A fight took place between two parties of gypsies at Bom Jesus do Itabapama, near Campos, on the 10th inst. Five men and one child were killed, two were gravely wounded, and several others received slight injuries.

—The *Progrezo*, of Itatuby, São Paulo, states that the cotton crop of that locality this year is much smaller than anticipated, and will not exceed one half of last year's crop. The price paid for cotton as delivered in carts is 25000 per 15 kilogrammes.

—According to the report presented on the 10th ult. to the shareholders of the Companhia Agricola de Campos regarding the last year's operations in sugar manufacture, the results were not considered altogether satisfactory. The report gives the following summaries, as established in the local journals:

Period of work.....	124 days
Weight of cane ground.....	25,602,797 kilos
Product, in sugar.....	1,667,740 ..
do in alcohol.....	364,800 liters
Total receipts including value of sugar unsold.....	506,585\$467
Amount expended for cane.....	179,073\$853
Working expenses.....	198,188\$144
Net receipts.....	377,251\$997
Balance remaining for dividend after paying 55,424\$379 of debt, and 7½ per cent. to managers.....	39,819\$920

## RAILROAD NOTES

—The extension of the Sorocabana railway from Bacetava to Boituna was inaugurated on the 16th inst.

—The June receipts of the "Macahé e Campo" railway amounted to 80,074\$370. The expenditures are not published.

—The first run of the locomotive over the D. Theresa Christina railway from Laguna to Imbituba occurred on the 18th inst.

—The São Paulo papers of the 18th inst. note the completion of 7 kilometers of track-laying on the S. Carlos do Pinal line.

—An imperial decree of the 15th inst. approves the modifications recently made in the statutes of the Santo Antonio de Paula railway.

—The bill granting an interest guarantee on the capital to be employed in an extension of the Rio and Minas railway passed the Chamber on the 19th inst.

—The present budget contains an item in the appropriations for the Dona Pedro 11 railway of 2,080,000\$ "without specification." The minister of agriculture promises to examine the matter and have the specifications put in.

—The May receipts of the "Recife no São Francisco" railway amounted to 81,524\$170, and the expenditures to 56,597\$08, leaving a surplus of 24,927\$112.

—The April receipts of the Bahia prolongation, Alagoinhas to Serrinha, amounted to a total of 2,877\$360 and the working expenses to 15,599\$136, leaving deficit of 12,631\$776.

—The government's fiscal engineer of the São Paulo railway has granted permission to the superintendent of that road to purchase 17 chemical fire extinguishers for use in their various stations, warehouses, etc.

—The last *relatório* of the "Compagnie Générale de Chemins de Fer Brésiliens" states that the loss of 2,668,784 francs suffered from the failure of the Union Générale, of Paris, will be made good by the favors since conceded by the Brazilian government in the Antônia to Morretes branch (about 20 kilometers) and the preliminary surveys for the extension of the Paraná railway to the Rio Paraná.

—The government has informed the fiscal of the São Paulo R. R. Co. that the directors of that line are authorized to construct an extension of 130 meters to their wharf at Santos, the government reserving the right to order its demolition providing the improvements of the port at any time require it. The extension is estimated to cost 110,000\$ and is designed to extend the facilities of that line in loading and unloading.

—The affairs of the Paraná railway construction company, who claim to have secured concessions advantageous enough to make up for their loss by the failure of the *União Geral*, was made the subject of an interpellation in the Senate on the 20th inst. Information was also asked about the interest guarantee granted on the debentures of this same company. The prime minister promised to look into the first question, and stated that the guarantee had been promised by the Brazilian consul without authorization. The government has instructed him to correct the error.

—According to a recent parliamentary return the total number of persons killed on the railways of Great Britain during 1881 amounted to 1,096, against 1,135 during the year previous. This total is divided into 51 killed by accidents to trains, etc., 552 through their own carelessness at crossings, trespass on tracks, etc., and 502 employees of companies and contractors killed through other causes. The total number of persons injured during the year amounted to 4,576, against 3,959 in 1881. The Board of Trade, however, gives the totals as 1,149 persons killed and 8,676 wounded during the year.

## AN IMPORTANT CIRCULAR.

In view of the hoarding of the Canadian steamer *Manitoulin* in Georgian Bay recently, the United States Secretary of the Treasury has issued the following circular relative to the use of dangerous burning fluids on steamers carrying passengers:

TREASURY DEPARTMENT, WASHINGTON, D. C., May 24, 1882.—To the masters and owners of passenger steam vessels, supervising and local inspectors of steam vessels and chief officers of customs: It having come to the knowledge of the department that there are passenger steamers using the products of coal-oil or petroleum as stores for illuminating and other purposes, the attention of the persons above enumerated is hereby directed to the following extract from Sec. 4,472, Revised Statutes, prohibiting the use of such oils on said steamers: "No \*\*\* camphine \*\*\* naphtha, benzine, benzole, coal-oil, crude, or refined petroleum, or other like explosive burning fluids or like dangerous articles, shall be carried as freight or used as stores upon any steamer carrying passengers. . . ."

The penalty for a violation of the foregoing statute is provided in Sec. 4,500, Revised Statutes, as follows:

"The penalty for the violation of any provision of this title (52), not otherwise specially provided for, shall be a fine of \$500, recoverable one-half for the use of the informer."

In view of the many fires that have already occurred on passenger steamers during the present season, it is deemed necessary by the department to instruct inspectors of steam vessels and chief officers of customs to notify owners and masters of passenger steam vessels of the foregoing provisions of law, and that it is the duty of said officers to prosecute all violations thereof. The attention of said officers is also called to the following section of the Revised Statutes regarding their duties under the steamboat law:

SEC. 4,196. All collectors and other chief officers of the customs and all inspectors within the several districts, shall enforce the provisions of this title (52) against all steamers arriving or departing.

SEC. 4,497. Every collector or other chief officer of the customs or inspector who negligently or intentionally omits any duty under the preceding section shall be liable to removal from office and to a penalty of \$100 for each offense, to be sued for in an action for debt.

CHARLES J. FOLGER, Secretary.



## RIVER PLATE ITEMS.

From the Buenos Aires Herald, July 9.

—The shipment of maize continues in large quantities.

—Messrs. A. Carranza & Co. have asked for a concession to build a railway between the Paraná river and the city of Olav, across the Chaco.

—The German scientific commission has arrived at Montevideo from Europe. It is to proceed by the corvette *Moltke* to observe the passage of Venus.

—Mr. Luis Lohrie has purchased twelve leagues of camp in Bahia Blanca at the rate of \$100,000 currency. It is said that the quality of the camp is superior, with permanent water, mines, &c.

—The executive has sent a message to Congress, recommending that support should be given to the direct line of steamers which it is proposed to establish between New York and Buenos Aires.

—The department of engineers has applied for leave on behalf of the managers of the railway to proceed with the expropriation of the lands for that line in the Villa de la Paz and Mendoza sections.

—Messrs. C. T. Pissani & Co. have proposed to Congress to bring out 500,000 immigrants, two-thirds of whom shall be agricultural, and also to form a steamship company to be called Mensajería Marítima Argentina.

—There appears to be little chance for any honest business enterprise to find encouragement in official circles. There must be political or material gain, to help such matters onward. Merit is the last thing thought of.

—The government has voted the monthly payment of \$150,000 to the Central Northern railway for expenses of the extension works. The traffic on this line during the first five months of this year has been enormous. It has run in all 10,260,193 kilometers.

—The launches *Trova* and *Porto* belonging to Messrs. Casares, have been fined \$500 each for anchoring within 200 metres of the S. S. *Brasil*, before the port visit had been made, contrary to the 3rd article of the *reglamento* of 1881 concerning the declaration of immigrants.

—Buenos Aires is the great metropolis of lottery gambling just now. However vacillating and timid the government may be in administering law and justice in matters affecting the people and their interests, it was not slow in stretching a point to hasten the inauguration of gambling.

—The national government is not blind to the advantages of colonization, and bills have been submitted to Congress for the immediate creation of a number of new colonies and townships, which it is proposed to people with immigrants to be brought out on terms which, when known in Europe, cannot fail to act as great attractions.

—The cutter *Santa Cruz* arrived yesterday from the far South. Persons who came by her report the cold in those latitudes to be intense. In some places the snow was half a vara deep, the Rio Chico was completely frozen over. Some of the settlers had shifted their quarters from the North to further South on account of the increased adaptability of the land for purposes of agriculture.

—Business for the last week has been dull, and with the exception of unusually large quantities of maize there is hardly anything to report in the way of exports. In the meantime, there are many cargoes ready for shipment and there is not a superabundance of ships available. In imports, there has not been much doing, the general stork of goods in the market being sufficient for the somewhat limited demand caused by its being the duldest season of the year. The crops, in general, are looking very well and both sheepfarmers and agriculturists are rejoicing in the hope of a good season.

—Latest telegrams from Montevideo announce the breaking up of the revolution and the death of Máximo Píez, the leader of the movement, who has also appeared, notwithstanding conjectures to the contrary, as the originator and sole supporter of it. It would, perhaps, be premature as yet to say what the result of this catastrophe will be, but, whether Píez was the chief, or only an instrument in the hands of the chief mover in the revolt, it is certain that a shake has been given to the movement and it would be easy now, with tact, prudence, and energy, for the government to assert its supremacy and to maintain the same in spite of every opposition.

—Since our last review there have been a number of projects submitted to Congress for the institution of banks and the making of docks, but up to the present, nothing has been effected or either of these two things, viz: a free banking law, and the appropriation of Congress to the proposed plan of investing foreign capital in order to endow this city with what is destined to be its greatest necessity for years to come are more felt every day, and unless it is supplied in the only practical way that offers the consequent difficulties are certain to augment in proportion with the development of our commerce and the growth of the country's resources.

## LOCAL NOTES

—A medical congress is announced to meet in this city during the early part of next year.

—Owing to the circumstance that our "printing ink," falls on Sunday, we send this issue to press one day earlier than usual.

—The regulations for the Santa Cruz slaughter-house have been ordered to be printed and placed on the order of the day in the Chamber.

—An imperial decree of the 15th inst. promulgates the consular convention between Brazil and Germany which was signed on the 10th of January last.

—During the last half year there were exported from River Plate ports 101,960 quintals of jerked beef, of which 55,500 quintals were shipped to Brazil.

—The *Gaceta de Noticias* of the 16th inst. is informal through a private letter from Buenos Aires that Dr. Pereira Rego Filho is about to marry an Argentine lady. Another foreign decoration!

—The *Ceylan* arrived in port on the morning of the 15th inst. The first two days being rainy, the tourist passengers did not have as good an opportunity to visit this city as could be desired.

—A bill was introduced into the Chamber on the 10th inst. by the minister of empire authorizing the payment of 12,252\$500 to D. María Forcina Pinto, another of Hypólito José Pinto, for printing legislative annals prior to 1857.

—The director of the museum has arranged for the exhibition of the Botocuda Indians, now in the city, at the central station of the fire department. An admission fee of 500reis will be charged, the product to be divided between the Indians and their interpreter.

—Senator Leñón de Cunha interpellated the government on the 15th inst. in relation to the existing subsidized packet service between this port and New York. He desired to know whether the terms of the contract had been fulfilled, whether the freighted steamers were of the kind specified, and what prospects there are of the construction and running of the new steamers.

—In the response to an inquiry by Senator Cortés on the 14th inst. Minister of Foreign Affairs Laureano de Alamparque informed the Senate that the special mission to China, sent out by the Simulh ministry, cost 161,413\$887, or 41,442\$887 more than the appropriation. This excess was met as far as possible from the item of "extraordinary foreign expenses," but this being also insufficient the government is obliged to ask for a supplementary credit.

—The Paris correspondent of the *London Daily News*, under date of the 22nd ult., notes the death of Biard, the painter, who visited Rio de Janeiro many years ago under an engagement to paint the portraits of the Emperor, Empress, and members of the imperial family. Since then many of the sketches which he made here have been worked up and are highly appreciated. He was an odd genius, and was gifted with rare facility in drawing. He was in his eighty-fourth year at his death.

—One of the candidates for the board of aldermen of this city took affront at the criticisms of the *Revista Illustrada*, which pictured the leading candidates as piratical dogs. He demanded of Sr. Angelo a humiliating retraction, but we are glad to record that he got nothing of the kind. The *Revista* has the courage of its opinions, and its opinions are generally right. If the local press were all as outspoken and honest as the *Revista*, there would probably be fewer results to record such as the recent city election.

—The declaration of the results of the municipal election of the 1st July was made in the city council on the 20th inst. There were a number of protests against the count, among whom was from Sr. Pinto Peixoto who checked off a number of dead men from the list of those who cast votes. Quite naturally he believed that a dead man's vote should not be counted. We believe, however, that the votes were counted, not as proxies perhaps but as unanswerable proof that the voters were not yet dead. Possibly the record of Sr. Pinto Peixoto himself, as the drill sergeant of the Bezerra de Menezes ring, did not help his case.

—Concerning the threatened duel between Dr. Lamas and Capt. Saldanha da Gama at Buenos Aires recently, the *Siglo de Montevideo* says that it grew out of an interference by the latter in a discussion at the last session of the jury. Dr. Lamas complained that Urquiza had not received a gold medal as well as the other neighboring cities, when Capt. Saldanha da Gama took occasion to rebuke his jealousy. Hot words ensued, when the latter informed Dr. Lamas that were it not for his gray hairs, his response would be a serious matter. Dr. Lamas retorted that for the moment his antagonist might consider his hair green. The latter then tried to find a glove somewhere in his pocket, but not succeeding and through the intervention of friends a deadly encounter was avoided.

—The opening of the anthropological exposition of the Museu Nacional will take place on the 29th inst.

—The judge of the 4th criminal district of this city has bound Robert Wilson over for trial for the murder of Capt. Arthur Penery, of the British bark *Atrevida*, on the 18th of May last.

—The Senate passed a bill on the 19th inst. exonerating Senator Simimbi from all responsibility in the fraudulent failure of the Banco Nacional some years ago, of which he was president of the board of directors.

—A meeting of the Club Athletico Brasileiro, of Niteroi, took place on Sunday the 16th inst. There was a large attendance, and the sports passed off pleasantly. The prizes seem to have been pretty evenly distributed between natives and foreigners.

—The "Centro da Lavoura e Commercio" proposes to hold another national coffee exhibition in this city during the first half of September next, and for that purpose circulars have been sent out to the planters asking for the remission of samples.

—The coast mails which came down from Pará to Pernambuco on the American line steamer *Mangerton* were transhipped at the latter port on the 7th inst. to a Brazilian coasting steamer through which means they arrived here some three days earlier.

—It is announced that the minister of empire intends to evince a "congresso pedagogico" in this city at an early day. With the lapse in the exhibition fever which is now becoming apparent, the congress fever promises to break out with great fury. The latter epidemic is probably the more fatal of the two.

—The director of the water works has been authorized by the minister of agriculture to acquire the machinery, etc., for an inclined plane at the Petre-galho reservoir. In view of the fact that the government officials refused to purchase the inclined plane constructed by the contractor, this new expense will probably occasion some serious comments.

—The residents of some parts of the S. Christovão suburb seem to be in desperate straits, every heavy rain causing serious inundations of an extensive area. It is stated that recent improvements have partially blocked up the outlets, so that the water coming down one or two small streams cannot escape into the bay with sufficient rapidity to prevent overflow.

—It is intimated that a "congresso aerostatico" will soon be called to meet in this city. The time has not been definitely settled as yet, but it will probably be chosen for a time when the prevailing winds will render aerial navigation least dangerous. It is thought that Julius Cesar will take a leading part in the discussions, but his entering the lists for an ascension has not yet been decided.

—It is complained in the daily press that those people who wish to take a "hygienic walk" in the Jardim d'Acahuango in the early morning are unable to do so simply because they can not sit down when fatigued owing to the seats being wet. We are inclined to think that that act of parliament against the deposit of dew in the public gardens is just the remedy desired.

—After a heroic struggle of 45 days the steamer *Mangerton* succeeded in overtaking this port on the 18th inst. Subsequent American mails had already arrived long by way of other direct steamers and by way of Europe, and the duplicates of her letters arrived some ten days ago by way of Europe. If the U. S. postoffice could conveniently charter a raft for its Brazilian mail service, we think that great satisfaction would be felt in this place.

—The government has declined to entertain a complaint of the telephone company of this city against the infraction of its privileged rights by a private house. It would seem that the government believes it right to grant an exclusive privilege and then to refuse the protection promised. More than that, it is well known that the government has encouraged this trespass by employing these unauthorized lines between various public departments and the palace, and even furnished men to put up the wires. The matter is worthy of note.

—We have before us a small volume which the relatives and friends of George Herbert Davis, eldest son of the late George N. Davis and Elizabeth Sleeper Davis, formerly residents in this city, have published in memory of his brief life. Dying in his twenty-fourth year, February 22, 1882, there was as yet but little to record beyond an exceptionally good career in school and college, and the high promise of a brilliant and useful future. It is eloquent, however, of the love and hope of a wide circle of friends who mourn the early termination of his life, just at the eve of entering upon the duties of his chosen profession—the ministry. He was a graduate of Adams Academy and Harvard University, and was pursuing a course of study for the ministry at Augusta, Maine, at the time of his death.

—The Instituto Polytechnico has undertaken the investigation of another flying machine—that entitled the "Lafo Brazil."

—The Lyceu de Artes e Officios has conferred the title of "honorary professor" upon Dr. Roldolpho Euphonio de Souza Dantas.

—It is reported that the Rio de Janeiro provincial government has decided to accept the proposal of Sr. Manoel Gomes de Oliveira for the purchase of the Cantagallo railway.

—The lottery mania has recently taken new life through the number of large prizes offered. The streets are crowded with ticket sellers, and the pockets of the people are being gradually emptied of the cash which honestly belongs to others.

—The municipal ordinance imposing a licence tax upon street porters has been modified so as to make the penalty for carrying a false badge or neglecting to procure a license eight days imprisonment and 30\$ fine, aside from the penalties incurred by statute law.

—We are indebted to the commission appointed by the engineering club to study the Edison electric light, for a copy of their report. It forms a handsome pamphlet of 88 pages, and contains a large number of illustrations. It is one of the most complete works on the electric light that we have yet seen.

—Among the awards at the Buenos Ayres exhibition we note the following Brazilian names upon whom silver medals were bestowed: Sr. Coursin, veneerings; Sr. Santos, cane-bottomed chairs; Hargreaves Bros., lead piping; Sr. J. A. Ferreira de Mello, clothing; and Sr. Ferreira Chaves, castor hats.

—The labors of the commission for determining what slaves shall be emancipated under the fund distribution of September 28, 1881, have just been finished for this city. The quota for the *município* centro of Rio de Janeiro amounts to 71,391\$319. The commission has decided upon the liberation of 189 slaves, among whom there are some who have aided savings to a total of 5,150\$, making a grand total of 76,541\$319. The choice was from a total slave population of over 40,000, which still exists in this city.

MARRIED.—At Christ Church, on the 10th inst., HENRY ROBERTSON, son of the late Jasper Lynn Robertson, of Cray House, Perthshire, to ANTONIA, second daughter of the late Henry Edmund Lowndes, merchant in this city.

## EUROPEAN POSTAGE.

A recent article in the *Deutsche Industrie Zeitung*, on the European postal traffic in 1880, shows that the total number of articles sent was 6,206,577,592. Letters and postal cards were in the proportion of 61.3 per cent; newspapers, 22.9; book packets and patterns, 15.8. England was first, with 27.2 per cent of the whole; Germany second, with 23.3 per cent; France third, with 19.6 per cent. Nearly everywhere there is an increase of letters and postal cards per head of the population. An estimate shows that in England each inhabitant allows ten days between two letters; in Switzerland, two weeks; in Germany, twenty days; in Russia, two hundred and eighty days; in Bulgaria, about three years. There were 55,479 post offices in 1880, an average of one to every 5859.9 inhabitants. The employees numbered 250,665. The postal traffic has increased 58.8 per cent, in eight years, and in the whole of Europe the surplus is about \$27,000,000.

THE total value of imports into the United States from Brazil in 1881 amounted to \$50,988,449, against \$40,115,471 in 1880. The exports from the United States to Brazil during the same years amounted to \$9,351,040 in 1881 against \$8,532,467 in 1880.

COPPER prospects in the Nilgiris (India) are highly favorable. The show of blossom on some of the estates on the Coonoor ghaut is simply magnificent. The planters have had two bad seasons, and can hardly stand a third; appearances are most hopeful.—*Pioneer*.

THE committee on commerce of the United States House of Representatives has favorably reported a bill making an appropriation for the establishment of electric lights at Hell Gate, New York. It is proposed to erect two skeleton iron towers from 150 to 200 feet high, one at Hallett's Point and one at Negro Head, on Ward's Island, or at such place as may be chosen by the lighthouse board. On each tower will be 10 lights, and the cost of the carbons consumed on each tower will be 20 cents an hour. One engine of 20-horse power will do the work. The light shown from each tower will have a 20,000 candle power, and its full force can be concentrated upon that part of the passage which is most dangerous or difficult to navigate without affecting the vision of fishermen or sailors. The committee says that from 80,000 to 100,000 vessels pass through Hell Gate every year, or a greater tonnage than leaves this country each year for Europe.

## A NEW LINE TO BRAZIL.

Since the withdrawal of steamships of the United States and Brazil Line, and their transfer to the Pacific Mail Line, about ten months ago, a line of chartered steamships has been running regularly under the management of C. McCulloch Beecher. The success of these steamships has caused the organization of a new line to Brazil, the incorporators being C. P. Huntington, Hugh McCulloch, John Roach, Edward H. Ripley, Sidney W. Rowell, Alexander Shaw, C. McCulloch Beecher, Charles R. Flint, Henry F. Hitch, George E. Weed and H. K. Thurber. The company has been organized by electing John Roach president, C. P. Huntington vice president, C. McCulloch Beecher manager, Sidney W. Rowell treasurer and secretary. Leading houses in the South American trade are financially interested in the line. The first steamship of the line, the *Sun View*, was launched a few days ago at the works of Messrs. Roach, at Chester, Penn., and two others are in process of construction.

The line is to run from New-York, touching at Newport News and stopping at St. Thomas, Para, Maranhão, Pernambuco, Bahia, Santos and Rio Janeiro. There will be semi-monthly steamers, and, touching at Newport News, the sea-board terminus in Hampton Roads of the transcontinental lines embraced in the Chesapeake and Ohio Railroad system, the steamers will probably concentrate at that point exports from Richmond, West Virginia, North Carolina, Kentucky and Tennessee. Arrangements are in progress by which through tourist and commercial tickets will be sold from all the ports communicated with by the new line to the principal places in Europe, by way of New-York, with the privilege of stopping over here if it is desired. The vessels are to be built of iron, with water-tight compartments, and are to be of about 3,500 ton capacity, with excellent accommodations for saloon passengers.—*New York Tribune*.

## AMERICAN COFFEE IMPORTS.

The future condition of the coffee market and the prospective yield of coffee are matters of more than ordinary interest to the great mass of merchants. For the purpose of showing some reason for the present low prices of coffee, we have compiled the following table showing the imports of coffee for the years 1871 and 1881 from the coffee producing nations of America. The figures are taken from the last quarterly report of the Treasury Department relative to our imports and exports of commercial products:

Country.	1871.	1881.
Mexico.....	526,495	13,911,910
Central America.....	8,639,178	15,858,327
British Honduras.....		728,746
Dutch West Indies.....	190,000	14,000,000
Hayti.....	3,253,355	31,908,074
San Domingo (1872).....	3,332	237,306
Porto Rico.....	230,190	3,465,572
Brazil.....	257,472,708	284,298,855
U. S. of Colombia.....	3,350,000	12,000,000
Venezuela.....	20,137,988	42,245,176

The amount for the Dutch West Indies and for the United States of Colombia were calculated from the values given, as the amount in pounds was not stated. For San Domingo no figures were given for 1871, the imports beginning with 1872. From the above table can readily be seen the immense growth of the imports of coffee, and will help to explain why the New York speculators of a few years ago came to grief. The imports of coffee increased too rapidly for the combination to control, and the big failures were the result.

In Mexico the production of coffee is very rapidly increasing, and shows a steady growth for the past to years. The imports of coffee from that country in 1881 were nearly double those of 1880. In Hayti and Venezuela there is also a rapid and steady growth in production, and the exports of coffee from Brazil for the last to years show a steady increase.

With these facts before us some light may be thrown upon the future coffee market and supply. The low price of coffee in 1880-81 had, no doubt, a tendency to diminish production, but as it takes about five years for the tree to come into bearing, the force of this diminished production would not be felt for several years yet. We are aware that it is said the planters cut down their coffee trees when the price of coffee is not considered remunerative to them, and thus there is affected a diminished production at once. This may, be true, but the action of the planters would be about as reasonable as for our orchardists to cut down their orchards when the price of fruit becomes too low to suit them. As it is, the low price of coffee for the past two years does not seem to have yet resulted in decreased importations. For the nine months ended March 31, 1882, the imports of coffee into the United States were 399,292,455 pounds, against 316,780,640 pounds for the same period, in 1881, an increase of 12,511,861 pounds in favor of the present year.—*St. Louis Greener*.

## NEW PRODUCTS.

If anyone would form some opinion as to the rate at which new products are making their way in the coffee districts, he may arrive at a tolerably good conclusion on his way from Rambouillet down to Gampola. The varied shades of green which meet the traveller's eye, right and left, tell of other growths than coffee, and when the rich dark foliage of tea, cinchona, and Librian coffee is contrasted with the pallid hue of the old staple, with its attenuated branches struggling for dear life in what appears a cold and hungry soil, one cannot but marvel at the change coming over the face of the country, where vegetable life would have, a few years ago, seemed doomed. On the left, looking across as one descends the Attabage Pass, there is a large stretch of land opened and ready for planting with Librian coffee, at the first settled lands there cannot be less than two hundred acres well opened and drained, and judging from what one sees of this variety in the neighbourhood it should do well for its proprietors. The cinchona are not yet of any size, but a good many have already been shaved, and have helped the railway traffic downwards. If we watch the loading of goods waggons at any of the up-country stations we shall see how large a portion of the down loads now are made up of cinchona bark, which is all the more acceptable now that coffee is becoming scarce and will be more so; indeed, were it not for the newly-crowned monarch, young king cinchona, a great number of the down trains would be made up of empties. Would it not be interesting if the railway traffic returns were to show the weight of cinchona brought down, just as is done with coffee? The traffic manager would find little difficulty in doing this.—*Ceylon Times*, May 27.

## AN INEVITABLE CONCLUSION.

Whatever opinions may be held in regard to the chief cause of the undoubted decline in the yield of Ceylon coffee estates, within what are known as the Kandyan districts, there can be little doubt that we must draw the inevitable conclusion, that the peculiarities of our seasons point to the fact that a large area of the interior, from Avishavella upwards, is far more adapted to the production of foliage than fruit, and that tea must henceforth usurp the former proud position of coffee.

It may be true that very much of the disappointment of planters has been caused by the repeated attacks of *hewelia*, but, after all, opinions are pretty nearly divided as to whether that cause or unpropitious rainfalls have had most to do with the failure of crops. This much is, however, certain, that a very large acreage of coffee in certain districts went out of bearing before leaf disease had become established in the country; and what is equally certain is that those districts are now producing tea of excellent quality, and in great abundance. They, at any rate, are undoubtedly far better adapted by climate for the production of leaf than fruit, unless indeed it be in some favored spots where cacao and Librian coffee flourish.—*Ceylon Times*, May 27.

Our planting reports from the interior continue much as we last gave them. In a large number of districts there has been no blossom worth mentioning, and even in more favored localities doubts are entertained as to the extent of the blossom which has set, so that for some time to come it will be impossible to form an approximate estimate of our prospects for the forthcoming crop: the only reliable feature about it is that it will prove the shortest coffee crop that will have been shipped from Ceylon for a quarter of a century.—*The Ceylon Times*, May 27.

## MONTHLY SUMMARY.

Meteorological observations taken at Braz, in the city of S. Paulo, during the month of June 1882, by the

Companhia Cantareira e Escolas.

Lat. 23° 32' 58" S.	
Long. 46° 39' 46" W. (Greenwich.)	
Height of barometer: 2,393 ft. above mean sea level.	
Do of rain gauge: 2,378 ft. do do.	
Mean pressure at 9 a.m., 27.81 inches at 9 p.m., 27.80 inches.	
Mean pressure corrected and reduced to 32° Fahr. at mean sea level at 9 a.m., 30.22 inches; at 9 p.m., 30.21 inches.	
Mean of max. tem. in shade, 68.9°; do min. in shade 50.7° Fahr.	
Mean temperature of Grass minimum therm. 46.4° Fahr.	
Highest reading of max. of therm. in shade, (6th) 79.9° Fahr.	
Lowest reading of min. of therm. in shade (29th), 38.0° Fahr.	
Lightning seen, but thunder not heard, all night of 6th.	
Mean temp. of dew point at 9 a.m. 54.8°; at 9 a.m. 53.2° Fahr.	
Mean elastic force of vapor at 9 a.m., 437 in.; at 9 p.m., 441 in.	
Total rainfall for the month 3.87 inches.	
Rain fell on 13 days.	
Fog on the mornings of 9 days, and evenings of 2 days.	
Dew on the mornings of 12 days and evenings of 6 days.	
Thunder and lightning on the 24th.	
Lightning seen, but thunder not heard, all night of 6th.	
Lunar eclipse observed on the 26th and 27th.	

HENRY R. JOYNER,

M.C.E., F.R.G.S. & F.M.S.

Engineer in chief.

THE Chinese have successfully established themselves in the marine insurance business in San Francisco, California. They now have six companies doing business in that city with an aggregate capital of nearly \$5,000,000. Two of these are managed wholly by Chinese, the other four having English and American agents.

THE exports of cotton goods from the United States to Brazil amounted to 3,571,029 yards colored and 2,820,925 yards uncolored in 1881, against 3,659,991 yards colored and 3,053,706 yards uncolored in 1880. The aggregate export to all countries shows an increase from 105,579,723 yards in 1880 to 148,583,447 yards in 1881.

## COMMERCIAL.

July 2nd, 1882.

Par value of the Brazilian mil reis (\$1000), gold 27 d.	
do do do coin at \$4.84 per £1. 54 45 cents.	
do \$100 (U. S. coin) in Brazilian gold. 1837	
do of £1. stig. in Brazilian gold. 8 880	
Bank rate of exchange on London to-day. 21 1/2	
Present value of the Brazilian mil reis (paper) 792 rs gold	
do do do in U. S. 42 25 cents	
Value of \$100 (\$4.80 per £1 stig.) in Brazilian currency (paper). 2 339	
Value of £1 sterling " 11 2/8	

## EXCHANGE.

July 14.—The banks opened at 21 1/2 but in the afternoon the New London and Brazilian Bank drew on its head office at 21 1/2. Private paper was negotiated at 21 1/2 to 21 5/8. On France some transactions were effected at 443 bank and 437 private, and on Hamburg at 544 and 545 private. Sovereigns sold at 118.50 cash.

July 15.—The New London and Brazilian Bank and the English Bank continued drawing on head office at 21 1/2 but only a limited amount of business was transacted as usual on the day of departure of the French mail. Private paper on London was passed at 21 1/2 to 21 5/8. Sovereigns sold at 118.80 cash.

July 16.—The rate of 21 1/2 on London was today officially adopted in all the banks and fair transactions were effected. The rate for private paper were 21 1/2 to 21 5/8. On France some bank paper was drawn at 443. Sovereigns closed at 118.350 sellers, 118.280 buyers.

July 18.—The market was unchanged in the morning but became less firm in the afternoon though the rates remained the same. Sovereigns closed at 118.150 sellers, 118.150 buyers.

July 19.—Today the banks reduced their rate to 21 1/2 and the market was flat and inactive, small transactions being effected at 21 1/2 bank and 21 1/2 to 21 5/8 private bills on London and at 543 private on Hamburg. In the latter part of the day a little more business was apparent. Sovereigns closed at 118.350 sellers, 118.320 buyers.

July 20.—The business which was apparent yesterday afternoon became more marked to-day but the rates suffered no alteration and not much business was transacted. Sovereigns closed at 118.350 sellers, 118.300 buyers.

July 21.—The official rate of the banks remained at 21 1/2 but bank paper on head office was easily obtained at 21 1/2. Private paper was negotiated at 21 1/2 and 21 5/8, and on France transactions were effected at 443 bank and 442-443 private. Sovereigns sold at 118.300 cash, closing at 118.300 sellers, 118.300 buyers.

July 22.—The market this morning presents no change: the official rate on London continues at 21 1/2, the New London & Brazilian Bank drawing on head office at 21 1/2.

## SALES OF STOCKS AND SHARES.

July 14.	
48 Six per cent apolices.....	1,060 000
12 do do do.....	1,060 000
5 do do do.....	1,065 000
10 do of 500\$.....	1,055 000
14,000\$ National Loan of 1879.....	1,150 000
250\$ Banco do Brazil.....	291 000
20 Banco do Commercio 1st serie.....	216 000
50 do 2nd serie.....	160 000
50 Macahé e Campos R.R.....	245 000
10 Leopoldina R.R.....	200 000
50 Banco Predial hypoth. n. with int.....	77 1/2
100 Allianz Insurance (outside sale).....	30 000
27 Confiança Insurance do.....	46 000

July 15.

14 Six per cent apolices.....	1,064 000
120 do do do.....	1,065 000
2 do do do.....	1,055 000
1,800\$ do of small amounts.....	1,060 000
20 Banco do Commercio and serie.....	100 000
20 Leopoldina R.R.....	198 000
50 Brazil Industrial.....	230 000
200 Banco Predial hypoth. n. of May 10.....	76 1/2
100 do with interest.....	77 1/2

July 17.

6 Six per cent apolices.....	1,065 000
5 do do do.....	1,170 000
5 do do do.....	98 1/2
54 Banco Industrial.....	235 000
3 Argos Financieira Insurance.....	500 000
16 Macahé e Campos R.R.....	245 000
100 Caris Uranium ex div.....	235 000
300 do do do.....	238 000
42 1/2 do do with div.....	243 000
50 Navegação Brasileira ex div (outside sale).....	250 000
2 Leopoldina debentures.....	200 000

July 18.

32 Six per cent apolices.....	1,070 000
15 Banco do Commercio and serie.....	161 000
20 Banco do Brazil.....	290 000
50 Santa Isabel Rio Preto R.R.....	290 000
250 Antonio de Padua R.R.....	170 000
80 Caris Villa Isabel.....	230 000
6 Caris Uranium.....	245 000
50 do buyer's opt. till August 15.....	238 000

65 Banco do Commercio (outside sale).....	218 000
57 Confiança Insurance.....	49 000
40 Allianz Insurance.....	30 000
19 Sorocabana debentures of £50 do.....	90 1/2
80 Banco Predial, hypoth. n. do.....	91 1/2

July 19.

8 Six per cent apolices.....	1,070 000
3 do do do.....	1,075 000
50 Banco do Brazil.....	290 000
50 Banco Industrial.....	235 000
200 Navegação Brasileira.....	235 000
50 Macahé e Campos with div.....	245 000
50 Docas D. Pedro II.....	245 000
242 Banco Predial, hypoth. notes with int.....	78 1/2
50 Banco do Brazil, hypoth. n. with June coupons.....	91 1/2
75 do do with December coupons.....	95 1/2
110 do do (7 and 6c.).....	95 1/2
50 Presidente Insurance (outside sale).....	38 000
30 Allianz Insurance.....	29 000
100 Navegação Brasileira.....	235 000
40 Macahé e Campos R.R.....	245 000
38 Leopoldina R.R.....	198 000

July 20.

11 Six per cent apolices.....	1,070 000
88 do do do.....	1,075 000
11 do do do.....	1,073 000
250 Banco do Brazil.....	290 000
73 Navegação Brasileira.....	235 000
30 Allianz Insurance.....	29 000
20 do do do.....	38 000
25 Presidente Insurance.....	30 000
10 Confiança Insurance.....	30 000
40 Macahé e Campos R.R.....	245 000
100 Docas D. Pedro II seller's opt. till Aug. 31.....	112 000
80 Banco do Brazil, hypoth. notes (16c.).....	95 1/2

July 21.

9 Six per cent apolices.....	1,075 000
2 do do do.....	1,075 000
10 Quissacá obligations.....	706 000
50 Leopoldina R.R.....	195 000
100 Docas D. Pedro II.....	113 000
50 Brazil Industrial buyer's option till July 31.....	237 000
453 Banco do Brazil hypoth. notes (7 & 16c.).....	95 1/2
22 do do do.....	95 1/2
76 Banco Predial hypoth. n. without int.....	76 1/2
80 do do with int.....	78 1/2

## MARKET REPORT.

Rio de Janeiro, July 2nd, 1882.

## Exports.

Coffee—Our last report was on the 14th instant, since when our market has presented no new feature.

Receipts continue on the same small scale as before and the small stock here presents a very poor assortment. Business has, in consequence, again been restricted, and the total sales since the 14th instant amount to only 65,640 bags viz:

4,350 bags for United States	
15,000 " Europe	
1,000 " Cape of Good Hope	
4,360 " Elsewhere	
65,640 bags,	

and the total sales since the 1st instant amount to 134,840 bags, viz:

101,930 bags for United States	
30,770 " Europe	
5,500 " Cape of Good Hope	
8,500 " Elsewhere	
134,840 bags.	

Today's quotations are the same as on the 14th instant and the sterling cost also shows no alteration.

The clearances have been:

United States.....	bags
July 14 New York Rig or Typo Brazil (R 865) S's 1000\$	1000\$
14 New Orleans Nor bk Cals.....	2,900
15 Baltimore Am bgn Champs.....	3,461
12 New York Nor bk 1/4th.....	5,500

## Europe:

July 13 Havre Fr 1st Ville de Santos.....	449
14 Bordeaux Fr 1st Oranque.....	190
17 Oporto Nor bgn Dms Trunks.....	399

## Elsewhere:

July 14 River Plate Best Flour.....	100
17 do do do.....	434
17 Port Natal S'k bk P'vina.....	2,500

Receipts since the 1st inst. have averaged

7,003 bags per day	
against 10,604 " same per. July 1881	
" 6,802 " " 1880	
" 7,958 " " 1879	
" 7,470 " " 1878	
" 7,116 " " 1877	

We quote, per 10 Kilos:

Washed.....	3,550 = 4,370
Superior.....	4,360 = 4,500
Good first.....	4,000 = 4,150
Regular best.....	3,610 = 3,750
Ordinary first.....	3,300 = 3,400
Good second.....	2,720 = 2,930
Ordinary second.....	2,380 = 2,520

and on these bases may be quoted:

Prime United States.....	4,550	474	10,427	cis
Good.....	4,150	438	9,427	"
Fair to good.....	3,950	410	9,066	"
Fair.....	3,850	401	8,866	"
Good Channel.....	3,600	378	8,116	"
Fair.....	3,300	351	7,716	"
Low.....	2,720	305	6,555	"

(ft. o. b. ex freight and commission, exchange at 21 1/2 in sterling and at par in American gold.)

Stock is estimated to-day at 83,000 bags.

## Imports.

Cod fish.—Arrived:  
1,050 cases per *Montevideo* from Hamburg  
300 " *Montevideo* from New York  
2,475 tubs per *Elton* from Jersey  
and a lot of barrels from the Northern ports.  
Retail prices are 27500 for tubs, 21000 for barrels and 28000 for cases.  
The demand has decreased and it is probable, therefore, that prices will decline.



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Capital paid up..... " 500,000  
Reserve fund..... " 165,000

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LONDON,

Messrs. MALLET FRERES & Co.,  
PARIS,

Messrs. J. H. SCHROEDER & Co.,  
HAMBURG,

Messrs. MORTON, BLISS & Co.,  
NEW YORK.

## ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON  
BRANCHES:

RIO DE JANEIRO, PERNAMBUCO AND SANTOS

Capital..... £ 1,000,000  
Ditto, paid up..... £ 500,000  
Reserve Fund..... £ 160,000

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and transacts every description of Banking business.

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The properties of Dynamite are now well known and the  
experiments recently made both with it and Blasting Gelatine  
in the neighbourhood of this city and that of Santos have  
successfully shown their advantages over Gunpowder in rock  
work, uprooting trees, etc.

Blasting Gelatine is composed of nitro-glycerine and a  
specially prepared quality of nitro-cotton. It is 50 per cent  
stronger than Dynamite and possesses all its penetrating  
properties besides developing largely the expansive nature of  
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dangerous than the latter. This explosive has proved of the  
highest efficiency not only in ordinary blasting but also in  
submarine work, such as the removal of rocks and wrecks.

The new compound is a jelly-like substance, less sensitive  
to shocks than Dynamite, is easily handled and applied, and  
is exploded by the use of primer and detonator of extra  
strength, or by the employment of small Dynamite cartridges.  
Dynamite cartridges for this purpose are included in each box  
of Gelatine.

The agents are prepared to furnish all desired information  
as to the employment of Dynamite and Blasting Gelatine on  
application; also to supply these explosives in any quantities  
required.

Agents:—Edward Ashworth & Co.

No. 74 Rua 1º de Março

Rio de Janeiro.

17-48

## ROYAL MAIL STEAM PACKET COMPANY

Under contracts with the British and Brazilian  
Governments for carrying the mails.

### TABLE OF DEPARTURES, 1882

Date	Steamer	Destination
July 24	Tagus...	Bahia, Macaé, Pernambuco, St. Vincent, Lisbon, Southampton & Havre.
" 27	Tamat...	Montevideo and Buenos Ayres.
Aug. 3	Guadiana...	Bahia, Pernambuco, Lisbon, Southampton, Havre, Antwerp & London.

The outward steamers are due here about the 25, 30 and 16  
of each month; the former proceeding to Santos, the two  
latter to Montevideo and Buenos Ayres, after the necessary  
stay in this port.

Far freights and passages apply to  
E. W. MAY, Supt.,  
Rua 1º de Março No. 45

## LIVERPOOL, BRAZIL AND RIVER PLATE MAIL STEAMERS

UNDER CONTRACT WITH THE  
BELGIAN AND BRAZILIAN  
GOVERNMENTS.

### July Departures: To New York.

Archimedes.....	July 5th
Tycho Brahe.....	" 15th
Demetrius.....	" 15th
Heracles.....	" 20th
Humboldt.....	" 25th
.....	" 30th

### To Europe

Nasmyth.....	July 8th
Leibnitz.....	" 18th
Herschel.....	" 20th
Kepler.....	" 28th

### To the River Plate:

Kepler.....	July 4th
Plinius.....	" 14th
Humboldt.....	" 24th

The *Coasting Packets*, belonging to the same Company  
run in connection with the above-named steamers, leaving RIO  
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and frequency of issue were changed at the time of trans-  
fer, the designations of number and volume were continued  
unbroken. At the beginning of 1881 the style of the  
publication was still further changed by an increase from  
four to eight pages, and a diminution in the size of the  
page. This change not only largely increased the size of  
the publication, but it added greatly to its convenience for  
office and reference use.

The policy adopted by THE NEWS at the outset was that  
of strict independence and impartiality. The editors had  
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tions, and as they believed that all such questions had a  
direct or indirect influence on commercial and financial en-  
terprises they decided to discuss them just as far as their  
relative importance made it desirable. In this line of policy  
THE NEWS has been successful even beyond all expecta-  
tion.

With the beginning of its ninth volume (January, 1882)  
the editors feel themselves warranted in calling attention  
to the uniform and general satisfaction with which their  
policy and management have thus far been received, and in  
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them will be made. THE NEWS will seek to keep its  
readers fully and accurately informed on all commercial  
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